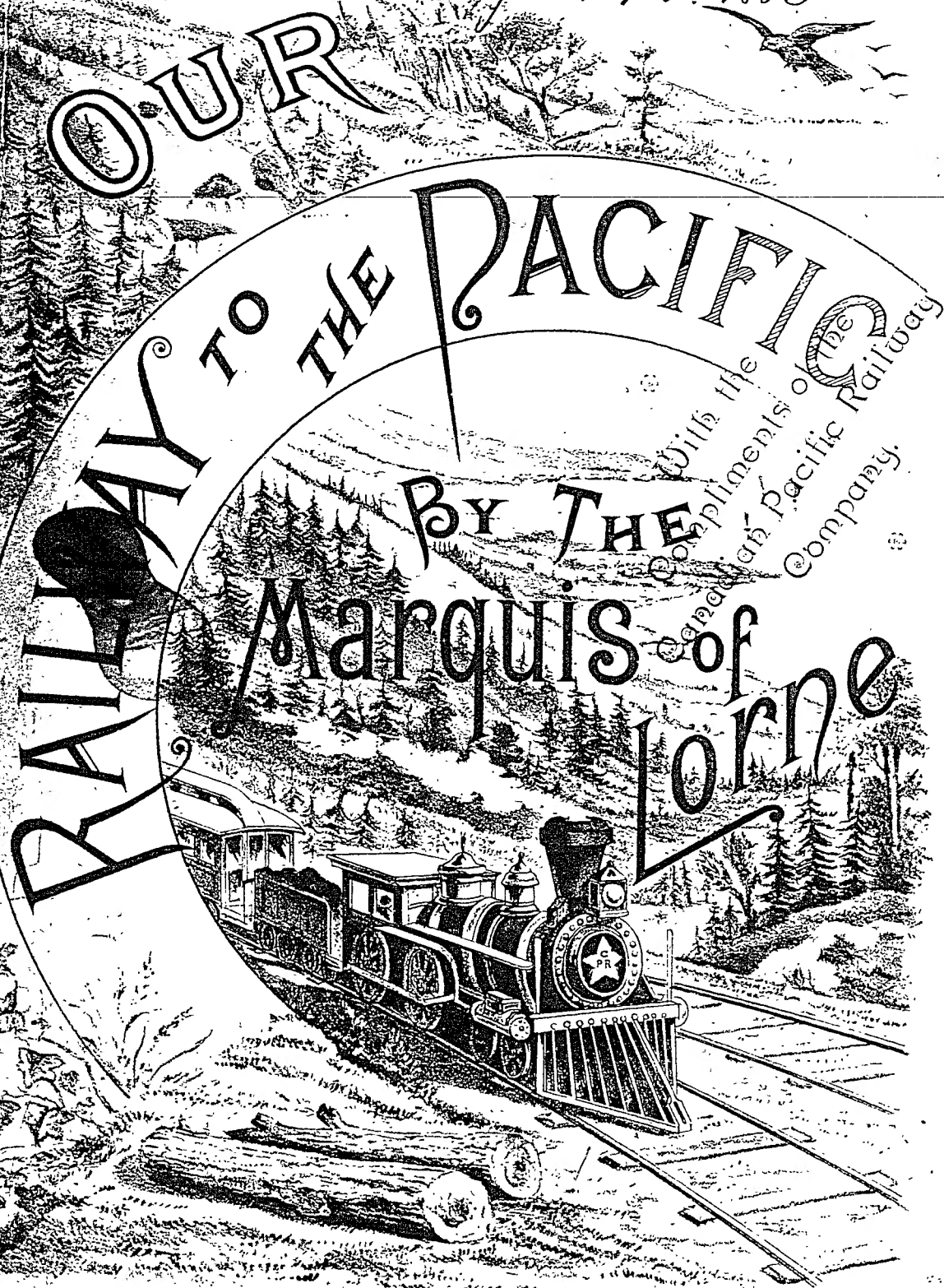


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R. S. Williams
August 12, 1886



32 p. incl. front illus.

ALL THE
SIGHTS AND WONDERS
MENTIONED HEREIN.

CAN BE SEEN BY THOSE WHO TRAVEL TO
BRITISH COLUMBIA
BY THE
Canadian National Highway,
The Canadian Pacific Railway

THE TOURIST

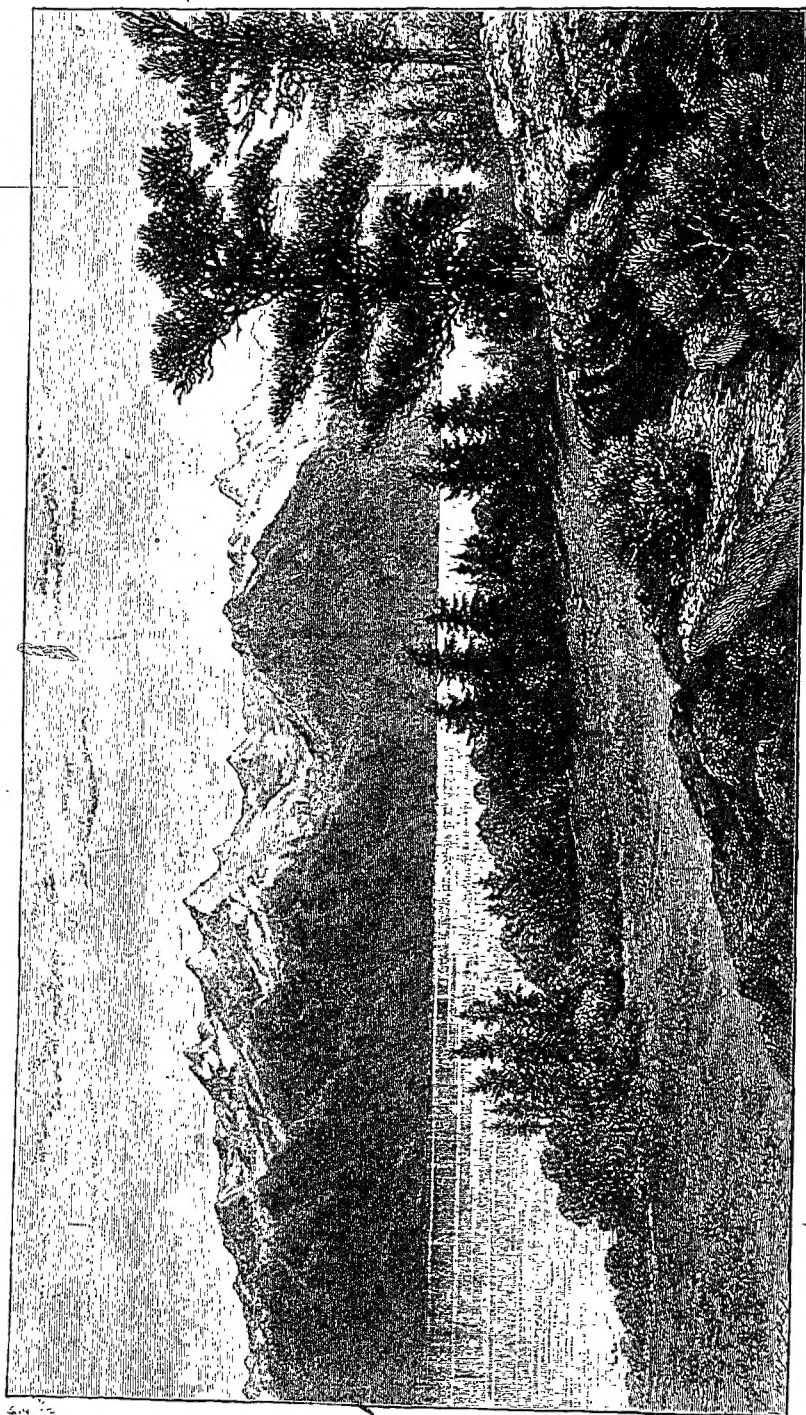
NEVER HAD SUCH AN OPPORTUNITY AT THE LOW
RATES OF FARE OFFERED OF WITNESSING
ANYTHING

HALF SO GRAND OR IMPRESSIVE

— AS THE —

ROCKY MOUNTAIN PASSES
THROUGH WHICH THIS LINE RUNS.





View from the Governor's House, Vancouver Island.
By H.R. H. PRINCESS LOUISE.

OUR RAILWAY TO THE PACIFIC

BY
THE MARQUIS OF LORNE

WITH ILLUSTRATIONS BY
H.R.H. PRINCESS LOUISE

REPRINTED FROM "GOOD WORDS"

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OUR RAILWAY TO THE PACIFIC.

BY THE MARQUIS OF LORNE.

BEFORE we speak of the new railway, let us look at the views engraved here from sketches taken in that island to which the "Canadian Pacific" leads, namely, Vancouver Island, that earthly paradise lying off the western mainland coast, and shielding it from the storms of the outer ocean. Along its southern shore the island is also protected, for the long range of the mountains of Washington Territory defend it from the south-westerly gales.

Our Frontispiece shows this "Olympian Range" as seen from the house of the governor of the island. The hills are sixteen miles away, across the straits of San Juan de Fuca. Another sketch, on page 7, shows the lonely and gorgeous Mount Baker, veiled in mist, but lifting its double cone over ten thousand feet above the still waters of the archipelago. The low island blending with the mainland shore from this point of view, is San Juan, about which there was so much contention between the British and American governments. The King of Prussia, who was called in as arbitrator, decided that according to the wording of the treaty in dispute, it must be reckoned American territory. The drawings give a very accurate idea of the beauty of the landscape. There is no fairer land in the world than the country about Victoria, the capital of Vancouver. The climate of much of the Island is like that of Devonshire or Jersey. A more rigorous winter is to be met with at its northern end, and the high mountains which stud most of it afford opportunities of seeking an occasional snow-field in winter. But about Victoria the snow never lies long, and its inhabitants are far more ignorant of the art of skating than are their English cousins.

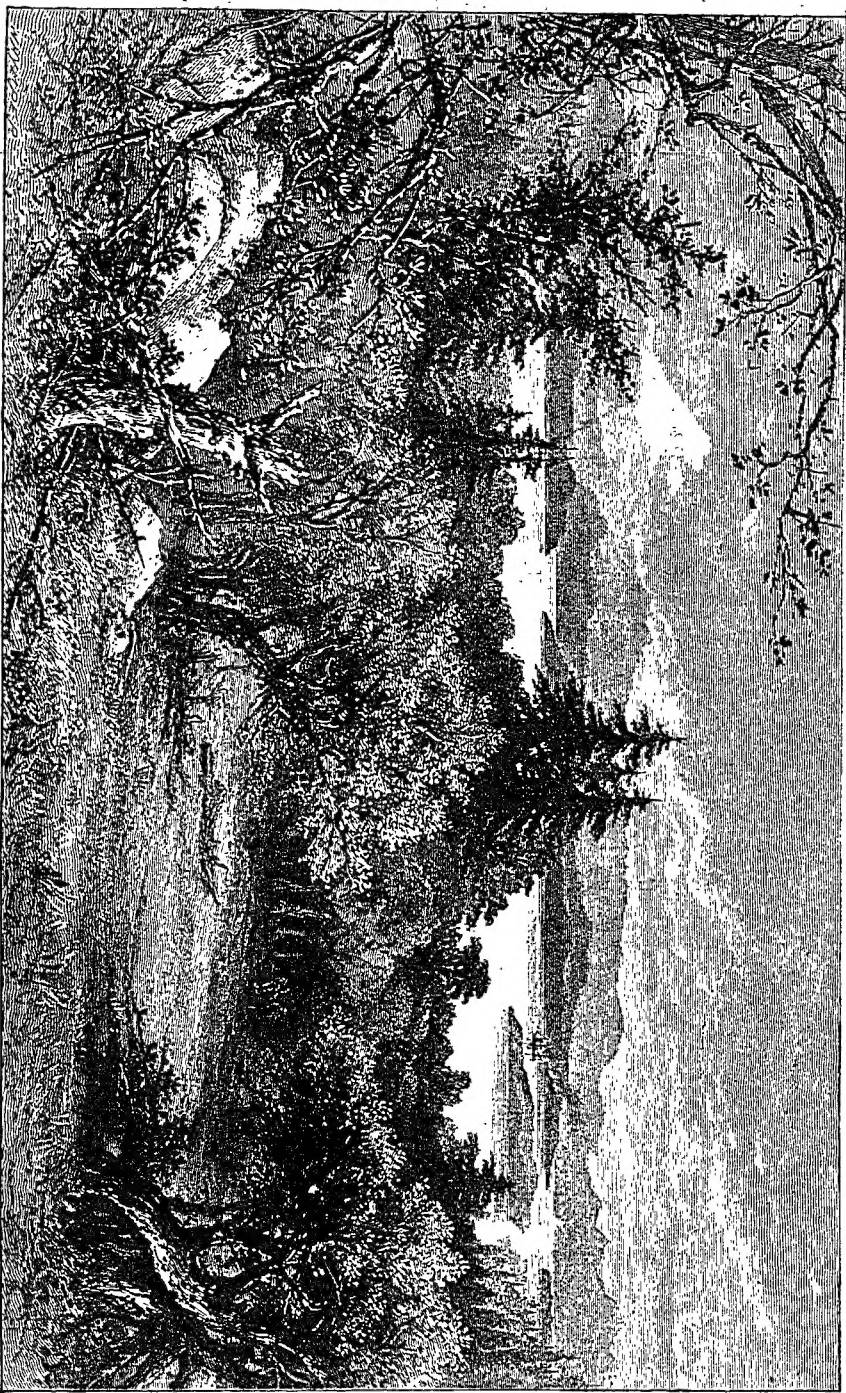
The great coal mines of Nanamo, near one of the best harbours on the island, are seventy-five miles distant, and their produce is brought by rail

and steamer to "the city." A quaint and charming town it is, with very pleasant society, many English and Canadians having recently settled there. There is good land to be bought at moderate prices. But the chief attraction is the sport, the climate, and the beautiful scenery. Other minerals besides coal are known to exist. Great woods of Douglas fir cover the whole region, with a lovely undergrowth of arbutus, sallal, an evergreen shrub, and small maples, while underneath all grows a luxuriant vegetation of fern and other plants, giving proof of the mildness and moisture characteristic of the coast.

Many Chinese and some thousands of Indians live in this part of British Columbia. The Chinese make excellent servants, but the Celestials are not popular, and it is probable that their numbers will be much diminished in a few years. The Indians are wholly unlike their brethren of the plains of the interior. They are almost wholly fish-eaters. On the islands to the north they build houses of carved woodwork, reminding the traveller much of the Sandwich Islanders' habitations. They are not inclined to warfare, and are easily employed in the steamers on the rivers, and in the industries connected with the catching and preserving of the salmon which swarm in every creek and stream from March to October. The results we see in the provision shops in Britain, where the potted fish are sold in enormous quantities. In the shops and banks are to be observed the nuggets and gold dust parcels brought from the neighbouring mainland. These have been won from the soil and gravel of the workings in the Fraser and streams farther north, and the nuggets are often worth from £60 to £100 apiece. The crushing of the gold-laden quartz rocks will now become a prominent industry in the mountains, for the necessary machinery can by rail be easily imported. Vast mines of silver and copper will also be worked. Although the amount of agricultural land cannot be compared with that to be offered to emigrants in Alberta or Saskatchewan, there is a good deal still to be had, and the delta of the Fraser only wants good dykes to make it a closely peopled country. On account of its beauty and the many charms afforded by its society, sport, and natural advantages, Victoria is sure to become the favourite residence of men wishing to possess a home in one of the most attractive spots on the American continent.

"OTTAWA, November 6th, 1885. I am desired by His Excellency the Governor-General, to acquaint you that he has received her Majesty's commands to convey to the people of Canada her congratulations on the completion of the Canadian Pacific Railway. Her Majesty has watched its progress with much interest, and hopes for the future success of a work of such value and importance to the Empire."

So wrote Lord Melgund, in giving the message sent by the Queen to Sir



View from Vancouver Island, with Mount Baker in the distance.
By H. R. H. PRINCESS LOUISE.

George Stephen, the President of the Canadian Pacific Railway Company. The message conveyed a wish in which all her Majesty's subjects will heartily have joined, and not they alone, but all the dwellers in North America, who have now three lines traversing the continent. Not long ago there was but one. The southernmost should perhaps also be included, although it cannot be called direct, passing as it does the Mexican frontier, and then turning northward through Southern California. The three direct lines give the inhabitants of the "Western Slope" a wholesome choice of route, and will greatly lessen the charges which they have hitherto been obliged to pay. No one expected that the British road would be completed so soon. I remember that in 1882 I told the people of Victoria, on Vancouver Island, that they might expect to see the rails laid to the harbour of Port Moody, on their mainland coast, by the year 1887, and then the statement was scarcely believed. The news seemed to be too good to be true. And now the great task has already been accomplished. One of the men who were first connected with the enterprise, namely, the distinguished engineer and man of science, Mr. Sandford Fleming, was lately enabled to telegraph "First through train from Montreal arrived at Vancouver, most successful journey; average speed, including stoppages, twenty-four miles per hour. Before long possible to travel from Liverpool to Pacific by Canadian National Line in ten days. Physical difficulties have been overcome by gigantic works skilfully executed, with marvellous rapidity." Then came the official announcement, "This completes the Company's main system, covering a distance of 3,053 miles."

Few would have believed, ten years ago, that such an announcement would be made during the present century. The work stands as the unrivalled national effort of a people only four and a half millions in numerical strength. That these should not only have deemed it possible, but should have persuaded others to think so also, is a success altogether unknown in history. There is nothing to equal the undertaking so gallantly conceived and executed. When we remember the enormous difficulties, political and physical, which had to be faced and overcome, we may congratulate the Canadians that above all nations they have shown a political stability and absence of fickleness in the trust reposed in Governments, which alone stamps them as a community capable of great things. If another race had won the chief power in the northern zone of this continent, we should have seen Government after Government overthrown in attempts to carry out the vast project. Although in political strife the groundless aspersions on private character and public worth among Americans and Canadians give Englishmen an evil example, which, to judge by many cases during the recent elections, they are only too ready to follow, yet the Cana-

dian has the advantage of the Englishman in the faith which gives the power to the national Rulers to "put a thing through." Evident as it was to the ministers of successive Cabinets, that the north-western prairie lands must be settled and mapped out with roads and railways and provincial boundaries, men feared to undertake the enormous outlay. "Times were bad," and emigration brought comparatively few to the British American shores. Twenty or thirty thousand was considered a fair number for the country to have attracted during one year. There was no regular communication with the prairie, beyond the Great Lakes, unless the Hudson's Bay freighters could be considered as making those distant regions accessible. Courteous as were the officers of the Company, and hospitable to any traveller going for sport or curiosity to visit their fur-trading posts, not one of them could be found who would not deprecate the idea of "opening the country for settlement." They could not foresee that a favourable bargain for the Company would be made in reference to their lands, and they only looked upon an immigrant invasion as the expulsion of the fur-bearing animals, which alone afforded a good trade. Had they been able to prophesy they would have welcomed the tide of the white races, whose advent would enhance a thousandfold the value of the as yet useless grass ocean around them, while the influx of settlement could never penetrate into the northern forests, where for an apparently endless vista of years, the muskrat, beaver, skunk, fox, and wolverine will yield their annual tribute for the European and American market.

But the Hudson's Bay people had had enough trouble in years long past with their competitors of the old North-west Company, and having passed these troubles and procured a monopoly, they did not desire neighbours who might become interlopers and usurpers. So it was said that grain would not grow, that even roots were difficult to "raise," and that an arctic winter made life unbearable in winter, even for the buffalo. It was known that these spirited members of the ox tribe liked the country in summer; but whoever heard of their staying during the winter, and why should people in the comfortable groves of Ontario desire the comparatively bleak grassy levels of the Red River? Manifestly it was best to leave the buffalo to speculate in H. B.'s, and to develop the backwoods, and do all the clearing in old Canada before men thought of the lazy process of beginning agricultural work by the Royal Road of putting a plough "straight away" into virgin soil. Who knew if the virgin soil was worth the plough? Such was the language industriously employed. But there were suspicions that the country should not be left to the musk-rats and buffaloes. Lord Selkirk had persuaded some of the Highlanders, who at the beginning of the century thronged so eagerly to the emigrant vessels, to sail into Hudson's Bay, and

to ascend the Nelson River, and to settle to the south of Lake Winnipeg. They formed a most flourishing colony, and the French voyageurs, who had taken unto themselves Indian wives, also thrived and multiplied. Then again the Americans, higher up the Red River, which cast its dirty waters into the lake, had found the valley most fertile, with a soil marvellously black and rich. It became evident that vast wheat-fields, affording far more space and scope than any heretofore occupied, had been hidden away in that dim green northland. The old provinces of Canada, magnificent as they are in area, had their best tracts already used for agriculture, and that craving for novelty, and for yet better land and for new soil, which is the wholesome characteristic of the Transatlantic farmers, was strong among Ontarians and the Brunswickers and Nova Scotians. Had not the Americans derived new life and hopes from the time that civilisation was carried inwards from the coast, and the mere fringe of the New England colonies, with the Carolinas and New York, had blossomed and bourgeoned into a nation controlling the Mississippi, and master of all the regions which pour their wealth through the great market-place on the shores of Michigan, the city of Chicago?

Why should not Canada also have its Chicago? To be sure there was the rocky desert to the north of Lake Superior, and a further stretch of country which, like the north shore, was fit only for wood and minerals; but had not the United States also their desert beyond the flats of Nebraska? Was this rocky tract, which would very likely prove rich (as a part of it had already proved) in silver and copper, so bad an impediment as that horrible plain, so many hundred square miles in extent, filled with alkali dust and ugly sage scrub, called "the American Desert?" Did not that brown Sahara extend almost to the Rocky Mountains on Uncle Sam's territory, and had the Canadians anything so disagreeable and useless? No; on the contrary, it was known that once past the marshes and rocks and woods of Keewatin, there was in Canadian territory one uninterrupted stretch of grass for eight hundred miles right up to the Western Mountains. And as to the quality of the soil, the veil had been lifted. Even Richardson, the traveller and naturalist, famous in boyhood's memory as the man who had once, on an arctic expedition, shot one of his companions, an Indian, because morally certain that the said Indian had begun, in his hunger, to kill and eat Richardson's white comrades—even Richardson long ago, when accompanying Sir John Franklin, had declared the Saskatchewan country to be good. Then in our own time, Colonel Butler had written a charming book, describing with ecstasy the riches of a region which, in spite of the ice and snow covering which enveloped it during the season of his journey, he had found to possess an excellent climate and promising soil. So the world began to believe in the north-west; and Canada saw that she must have it

soon under control, or the active American might go in and possess it, and she decided to build a railway. She was so keen about doing this that, in order to get an indispensable member of her future sisterhood of provinces under the national government, she promised British Columbia that the line should be made so as to reach the Pacific in so short a time, that the Government must have anticipated a direct interposition of Providence in their behalf, Sir George Stephen not having at that date appeared above the political horizon. It was Sir George Stephen's assent to form a company to undertake the work that virtually produced the results we now witness. This may seem a remarkable statement, but it is the bare truth. If we look back we see how government after government had been floundering in the slough of half measures, and in the "muskegs" or bogs of the political difficulties always attendant on the undertaking by the State of any great public work. The smaller the State, and the more party conflicts centre around the domestic quarrels involved in the giving of contracts to firms or companies, or even on the appointments by Government Departments to offices in connection with docks, railways, or canals, the more impossible does it become that the direct action of the State can prove a satisfactory method for the prosecution of an undertaking. A strong executive can alone provide the best means, and the best means can alone be found in a powerful company with an able chief. To these agents it is essential to confide the business, under proper conditions. Witness the ineffective progress made under Mr. Mackenzie's Government; although, with the best intentions, surveys were pushed forward, and work commenced. The difficulties seemed almost insurmountable; and almost as soon as the facile promises had been given they were repented of, because the regions, hitherto unknown, showed obstacles, as soon as they were examined, enough to daunt the stoutest heart. The north shore of Superior was known to be a mass of rock. Then mighty mountain chains barred the way to the western coast, and no one knew of a pass on the most direct route through the "Rockies." There was one far to the north, and it was resolved to lay the line across the plains so as to reach it, and then to take a zigzag course down the easiest river courses. But it was soon acknowledged that much more time must be given to surveying.

Meanwhile the twenty thousand white men in British Columbia were exhorted to patience and moderation, qualities which, in view of the promises formerly made to them, they found it difficult to exercise. They spoke as if their union with Canada must be repealed. They objected to the employment of Chinese, although it was not possible, except at enormous expense, to get the necessary amount of white labour to begin the road. Hardly anything was done on any section, so that men began to

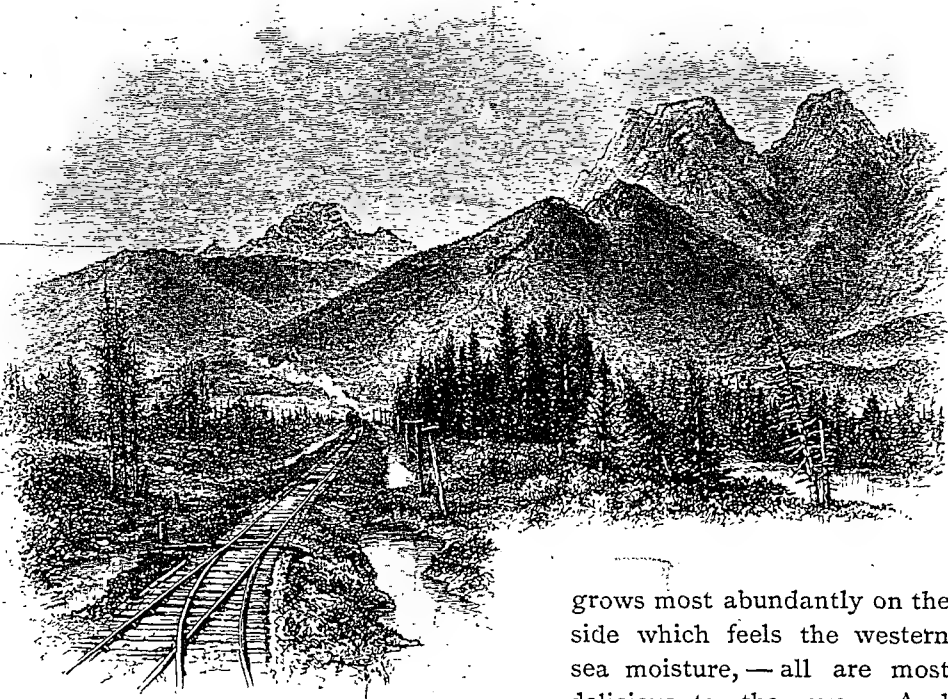
lose faith in the earnestness of the desire to bind the provinces together. Parties with theodolites and scientific paraphernalia, although most necessary pioneers of labour, did not strike the popular imagination to the same extent as would a party of navvies. But events were hastening towards more definite conclusions; St. Paul and Minneapolis, in Minnesota, had become great facts. Flourishing cities had been created there on lands in no way superior to those of the lower part of the Red River. Settlement was rapidly progressing, and the Americans had pushed their communications to our border. Most fortunate of all, of those who had seen the advantages of the country was Sir George Stephen. He had control of a tract which virtually gave him as much land on American soil as exists in the whole of Lowland Scotland. The improvement made in that part of Minnesota through the energy of himself and his friends was phenomenal. Full of eagerness as was the government of Sir John Macdonald to open up Manitoba, it was difficult to see how the feat could be accomplished; for, although there was not much opposition to the laying of a railway over the prairies, there was still hesitation as to the direction it should take, and no one believed that the hostility sure to be encountered by "pushing through" any portion of the line over sterile parts of the route would be successfully combated. Indefatigable as was the Minister of Railways, and capable as he had shown himself of proving that a State road could be managed without loss, by the manner in which the "Intercolonial," between Halifax, in Nova Scotia, and Quebec, had been administered, it was manifestly adding a tremendous load to that already placed on the shoulders of his department to saddle it with the task of another great undertaking. Even his indomitable will might recoil from such a prospect. On the other hand, there was no want of volunteers who deemed themselves able to build a railway to the moon if they could only get the contract on terms which might bridge the interstellar spaces. New York and London vied with each other in producing men, who had talked the matter over in club smoking-rooms, and were quite ready to certify to the soundness of their own financial condition, and become the pillars of a nation. Even in Canada itself there were several who declared themselves ready to cope with any emergency, without having recourse to the unpatriotic course of employing men who had not had the advantage of opening their eyes at birth to sunshine which had become national fifteen years ago. But it was much to be desired that a syndicate should be formed which would command the confidence of men in the Old as well as in the New World, and, above all, that they who had the experience in Minnesota to guide them should come forward. Would they be induced even to look at the new country? Eminent Englishmen, guides of London opinion, had been persuaded to go as

far as St. Paul, but in some cases had refused to look even at Niagara, unless from American soil, and had positively refused to look at Winnipeg, believing all things Canadian to be "cracked up" and only a future northern fringe of Washington dominion. But the patriotism of Sir George Stephen made him at all events go to judge for himself of the value of Manitoba. He came back, as many a man since has come back, convinced that in the north-west lay the future prosperity of Canada. But the Government terms were hard, for they had to satisfy public opinion, which is always suspicious of bargains made with individuals, however eminent for integrity and pluck. Pluck was the quality required, and in the case of the future president of the Canadian Pacific Railway there was no doubt that this existed, combined with many others which he will pardon his friends from mentioning in an article that may possibly meet his eye. With true Canadian patriotism he finally launched out into the work, gathering round him distinguished men of the commercial world in Canada, London, and New York. Foremost among his best supporters was a chief of the Hudson's Bay Company, Mr. Donald Smith, a gentleman as distinguished for his life's work in that service, as he has since become by his unobtrusive aid in assisting all good causes, whether they require his support in Canada or Great Britain.

From the moment that these gentlemen put their shoulders to the wheel, we felt the affair was only a question of time, and that victory must soon crown the desire to span the continent and unite the provinces. It was only an affair of time, and with Sir George Stephen at the head of the organization, the time would be made as short as possible. Now for the necessary support! It was obviously the interest of the country to get these men as their best agents, and then to help them through thick and thin, through evil report and good report, to allow no detraction to influence the Government from the honest path of backing those who were proving themselves the indispensable friends of their country. The object was a national one, for how can a country live in isolated sections, barred each from each, except by passage through a foreign land? How can a political whole be cemented together, when there is no backbone for the limbs? A railway traversing the Dominion on its own soil was only to be delayed at the price of secession, disintegration, and destruction of the Union. Completed, it would give new life and hope to the enormous territory, would carry emigrants direct to the place where they would be settled, would give to the farthest communities a pledge that their interests were not to be neglected or sacrificed, and would brace with the invigorating influence of national feeling the cohesion and solidarity of Canada. In 1881 the incorporation of the new company took effect, and with a capital of 100,000,000 dollars the start was made. Twenty-five million dollars in cash was to be given by the Government, and an equal

number of acres of good land in the new territories was to be added. The small "bits" of the road already begun were to be completed and handed over when finished. These portions traversed country that was formidable enough from an engineer's point of view, and very little labour had been "put in" upon them. The first was that between the Lake Superior and Winnipeg, a distance of no less than four hundred and twenty-eight miles, and these were miles covering an unbroken series of lakes, bogs, rocks and woods, where no settlements were possible, where much cutting and "filling in" had to be done, with the probability that in many cases the stuff put in the treacherous swamps would sink, and have to be again brought up to the requisite levels. But nitro-glycerine and giant powder were soon at work, and the pretty lakes gemmed with countless water-lilies, and the little islets tufted with their crown of pine, and the lonely forests silent but for the knocking of the woodpeckers and the hooting of the owls, heard the blasts that gave passage to the wide liberty of the open plains.

Again, in the far west, at the very limit of this track, almost nothing had been done. There the labour was far more serious, and great cañons between immense precipices had to be threaded, and ledges made and tunnels bored along the mountain's face, over torrents that rose with the summer melting of the snow a hundred feet in perpendicular height, sweeping with tremendous violence through the bottom of the gorges. Yet the Government promised to carry out the plan here also, and two-hundred and thirteen miles of road-bed had to be laid and furnished to the satisfaction of the company. It was even undecided where the terminus was to be; but this was soon settled, and a lovely fiord running far up into the hills was chosen, having at its mouth an excellent harbour. Along the shore of this ocean inlet grew wondrous specimens of the Douglas fir and gigantic cypress, to the height of 150 and 250 feet, and of a girth of 25 and 30 feet. These stand close to the water's edge, and it is on the borders of such sheltered coast that the tallest trees are found. Inland there are magnificent groves of the same species, clothing the valleys of the Columbia River, but the finest are to be seen near the sea, and it is to be earnestly desired that they may be preserved in some area chosen as a national park, that travellers may have the attraction of visiting the tremendous aisles where the great shafts rise from the thickets of glossy-leaved shrubs, to be lost to sight in the dark green gloom above. I do not think there is any scenery more solemn and beautiful than the interior of such a grove. It wants, of course, the intense colour and the sunlit glory of the liana-hung woods of the south, and the undergrowth is not so varied or bright. But the russets and browns, the greys and sombre greens, the purple tints on the straight stems varied by the vivid hues of the moss, which provides a compass for the wanderer, because it



At Canmore.

grows most abundantly on the side which feels the western sea moisture,—all are most delicious to the eye. And overhanging the sea margin, in crannies of the rocky bays

or covering the jutting promontories, are the beautiful madrona-trees, the large-leaved arbutus, with the trunks as red as coral. All this forest is evergreen. Winter strips the scattered maples of their autumnal fire, but makes little change on the steep slopes of these deep lochs. Away above, the hills become whiter, and the snow comes far down, driving the wild sheep and goats to the valleys. But the frost is light except in the interior. The temperature, however, was often quite low enough for the Chinese labourers even near Burrard's Inlet, and as they hewed a lane through the woods and graded the track, they used every half-hour to rush away to warm themselves over little fires lit at intervals by the wayside. Crouching over these, the small blue figures, with their saucer-shaped straw hats, could be seen, acting on the Indian principle that many tiny fires are better than one big one. "You make fire so big you must run away from it; make small, then can sit close," says the Indian, and the Chinese seem to agree with him. For the cold weather to be encountered in the winter time on the higher ground white men were alone found to be of real use, and where they were employed the work went forward merrily. The big mountain buttresses were bored through, trestle bridges, to be

quickly made more substantial, carried the construction trains, so that the navvies had house and food carried along with them as they progressed. Curious obstacles had to be overcome, and one which was unique was encountered near where the Thompson River joins the rushing Fraser. At this spot a remarkable land slide seems to be in perpetual operation. Probably owing to the action of some springs of water, all the soil of a whole mountain slope is slowly descending at the even rate of about eight feet per year. It is like the movement of a glacier, very slow, but very constant. Big blocks of earth, bearing on their tops shrubs and higher growth, are to be seen toppling over near the road. They look as if they would fall, but the pressure of the soil above, where the like masses are seen in apparently the same predicament, is gradual, and there is no danger of sudden descent. Each year the lowest blocks are pushed down into the impetuous river, and are taken to form atoms of the delta plain which affords such good land to the settler by the sea. The engineers, I hear, have avoided the unusual difficulty by crossing over to the other bank, where firm gravel banks give security to the road-bed. Very grand are the views of peak and snow-fields from points in this tract of the valley, and at one of the finest prospects a bend had to be made, giving the traveller an opportunity to let his eye dwell on beauties which are too often seen in such journeys only for an instant.

Dangers of another kind have to be guarded against in this Alpine country, where the snow slides or avalanches had to be taken into account. So much practice has been afforded by experience on the American railways in this regard, that the only question is one of expense; so many "snow-sheds" have to be placed where the falls are heaviest. These are like the coverings seen on Swiss bridges. Stout timbers, of which there is no lack, support a strong roof capable of resisting the impact of any ordinary slide: and spots where heavy falls occur are avoided, or the safe shelter of the rocks themselves is used by the process of tunnelling beneath them. Wherever high wooden bridges are necessary (and there is one which is perhaps the highest in the world), the lowest supports rest on masonry of the strongest kind. Cobweb-like as these wooden structures appear from a distance, it is wonderful what strength they possess, and how extremely rare accidents have been upon them, universal as is their use all over the American continent. The trains go over them at a leisurely pace, and if it were not for the courtesy of the conductors, who usually call the attention of the passengers to the outlook, the traveller would not know that he was proceeding along a narrow way just wide enough to hold the pair of rails forming the single track, and with an abyss below him of two or three hundred feet. In the snug cars the transit is no more trying than is the walk across London Bridge. But if a man unaccustomed to heights tries to walk



On the Fraser River.

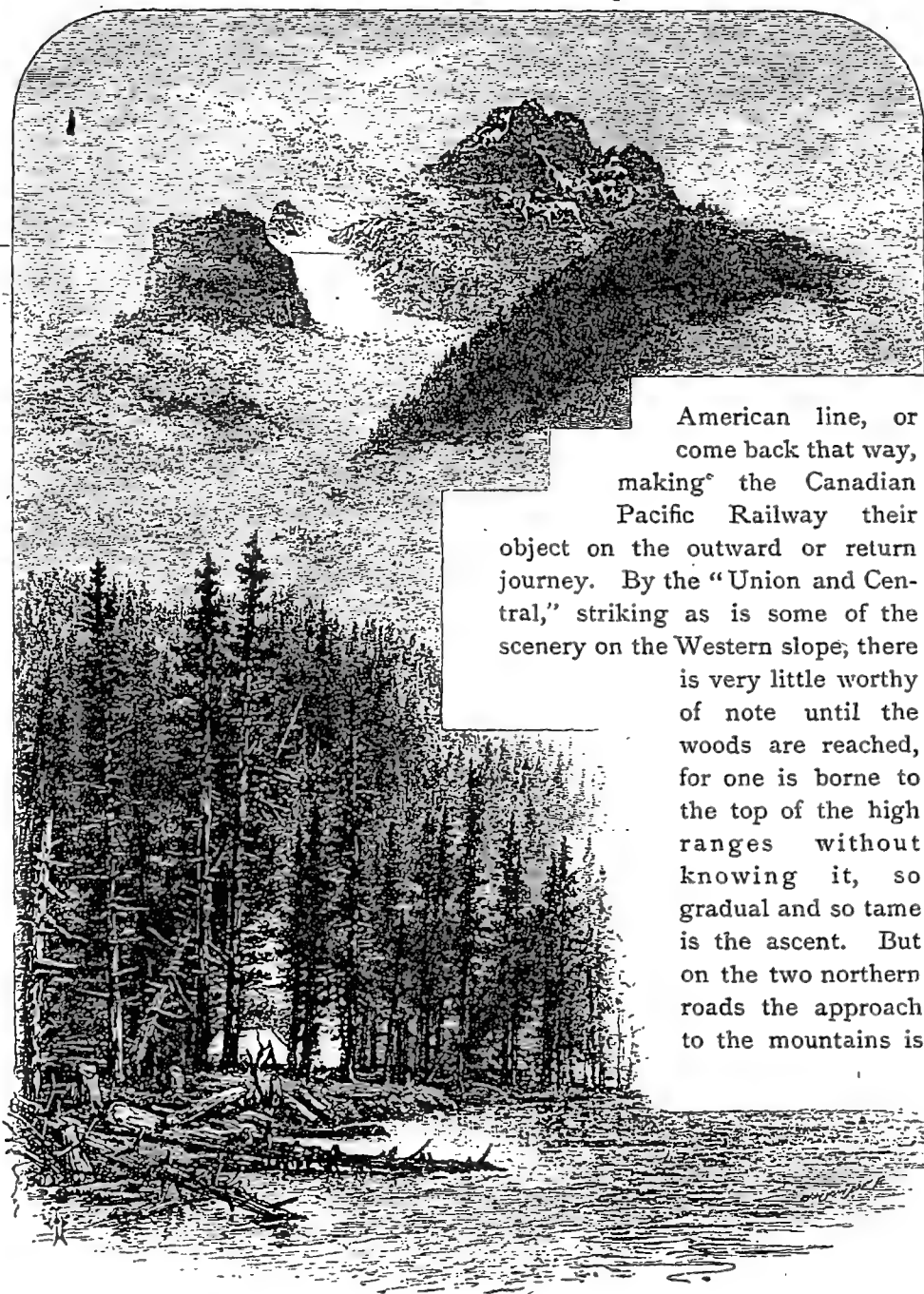
across as an experiment, the sensation is not so pleasant. The "ties" or sleepers are only a short distance apart, but between each yawns the gulf below, and many a person finds it advisable to halt and gather nerve as he goes on his way stepping from timber to timber, for his eye gets confused in the effort to look through the intervals and to the next resting-place for the foot. Perhaps the shortest-sighted are the least inclined to giddiness in making such an effort. Many of course laugh at the idea of such weaknesses, but the strongest in body often prove the weakest in head. The engraving of Canmore, on page 15, gives a good idea of one of the fine hill views. The first surveys of these ravines and hills looked like one of the old physical geography charts of our boyhood, where all the acutest and tallest peaks of the globe were gathered together at the top of the map to show their relative

heights. Such a formidable row of uneven sharks' teeth was never seen. It seemed impossible to run a straight line anywhere among them. And for a long time it was believed that none could be found. Man after man who had explored the ranges had come back with the tale that as far as he could see through the dense forest unbroken range succeeded unbroken range.

The entrance to the Fraser cañon is not difficult. The engraving on page 17 gives the outlook from near the foot of its great ravines.

Every one knew the Fraser gorge could be penetrated, costly as it would be, for a waggon road had already been made to cling to the precipice walls above the foaming floods, and this had carried the gold miners up to regions where in old days the Indians could hardly get a mule along the craggy footpath scarcely fit for a goat. Then there was the Thompson River, giving access by more easy paths to Kamloop's Lake, and beyond again, by streams overshadowed by woods, to Lake Shuswap, a beautiful sheet of water, winding with many arms among the forest slopes. Then again, yet farther, there was the Eagle Pass to the Columbia River, which was a little difficult, but was certainly possible. Ah! then came the puzzle! We might follow the Columbia round its great bend of seventy-five miles and so reach the foot of an awful "col" or neck, which might be reached by climbing three thousand feet, and so down over the "Kicking Horse Pass" to the eastern side of "the Rockies." But could the Columbia bend be avoided? All accounts said, "No, it is impossible; we see no chance of it." But Major Rogers, an American engineer, thought he would make another attempt. Through perils innumerable from the difficulty of getting food, and with dreadful fatigue, he accomplished his object. Following a stream called the Illecillowat, he took observations with the result that he came down from the entangled forests declaring that the thing could be done. He had found a practicable pass. Few believed him, but he was "not to be denied," and taking with him Mr. Sandford Fleming and Principal Grant, two men who, like himself, believed that nothing was impossible; he went over the route again, and light broke in on the darkest problem of this stupendous enterprise. The sea range in the Cascade Mountains had been traversed, "the Rockies," the most eastern, would give trouble, but a bit could be placed in their rugged jaws, and now the central or "Selkirk" range had also been conquered, for where the surveyor says the navy can go, the iron horse can follow.

The task is done, and done in less time than many governments would take to talk of it. The Canadian Pacific Railway spans the continent. Nowhere can finer scenery be enjoyed from the window of a car than upon this line. There is no doubt that the favourite Transatlantic excursion will no longer be to New York, Niagara, Montreal and Quebec only, but that all who have a month's time to spend will go to the Pacific by the Northern



American line, or come back that way, making the Canadian Pacific Railway their object on the outward or return journey. By the "Union and Central," striking as is some of the scenery on the Western slope, there is very little worthy of note until the woods are reached, for one is borne to the top of the high ranges without knowing it, so gradual and so tame is the ascent. But on the two northern roads the approach to the mountains is

Mount Stephen.

most remarkable, and the view from the Canadian "Susa," namely Calgary, is very grand. Clear from the long swells of greensward spring the rock walls and serrated ridges of the Western Alps. It is among these rock masses that it has been found in one place necessary to make a long tunnel under Mount Stephen, a formidable barrier to the line. The engraving on page 19 shows this "little difficulty." As the train leaves the hills, standing steel-blue against the golden sky of sunset, and we depart from this fascinating Alpine land, let us listen to the words of one of the latest settlers within its valleys, and beguile half an hour in the smoking-room of the train by hearing what he says.

There is nothing so interesting as the recital of recent experience, and the following letter was received by me in December. It was written by an English officer who, last year, determined to try his-luck in the ranche country, and it gives so graphic a picture of life among the valleys of British Columbia, near to the borders of America, and a hundred and fifty miles from Alberta Territory, that it is worth far more than any general description:—

"I have now," he writes, "been over a twelvemonth in this lovely country, and am therefore in a position to give an account of it which may be of value. Thanks to letters of introduction, my way was smoothed on my arrival at Victoria, and, accompanied by my son, I made my way here last winter. We had a hard time of it—in a tent up to last January, with the thermometer occasionally 40° below zero of Fahrenheit; but from the 24th of January we had the most exquisite weather imaginable. The winter was an unusually severe one, but I purposely braved it in order to gain experience of the country at its worst season.

"First, let me give a brief description of the country and valley where we are located. Starting from the Kicking Horse Pass, where the Canadian Pacific Railway meets the Columbia River, we have a long valley formed by the Rocky Mountains on one side, and the Selkirk Range on the other, and stretching for two hundred and fifty miles to the American boundary. About half-way along the valley is a flat piece of land of about two thousand acres area, with the foot-hills of the Rockies and Selkirks coming down on each side of it. This flat is, curiously enough, the watershed of the two great rivers, the Columbia and the Kootenay, there being only a difference of eleven feet between the two. The former flows north, and then makes a great bend to the south, the latter flows south, and then makes a great bend to the north.

"We thus have a long valley of two hundred and fifty miles, with the Columbia and Kootenay rivers flowing in opposite directions from its

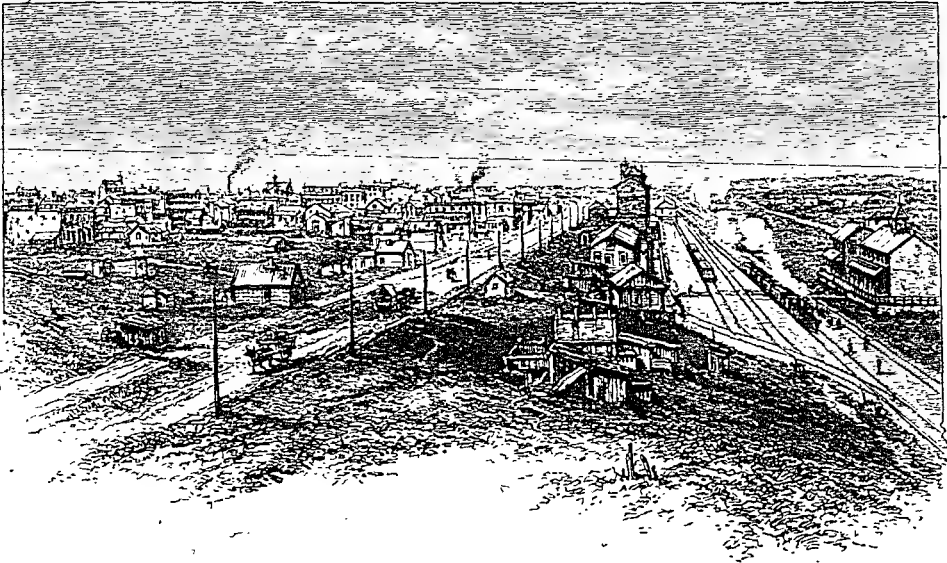
centre. Both these rivers are navigable for the above distance, and it is contemplated to put steamers upon them next year, which will bring the whole valley into water communication with the Canadian Pacific Railway. The width of the valley varies from fifteen to twenty miles, and it is composed of foot-hills, benches, or river-terraces, and bottom lands, all covered with bunch grass (an excellent, nutritious grass, making the best beef in the world), and a considerable quantity of magnificent pine and larch timber. It may be described as open forest with small prairies scattered through it. North of the watershed there is no pine, and very little larch, but Douglas fir is scattered over the grazings. The bunch grass gives way to pine grass about eighty miles north of the watershed. Good agricultural land is very much scattered in patches varying from three hundred to fifty acres, here and there, but the former quantity in one piece is rare. The soil is generally a sandy loam, with a gravelly subsoil, and it bears splendid crops of potatoes, oats, barley, peas, and wheat, but where the sand predominates over the clay irrigation is necessary. There are many streams flowing into the main river, which afford means for irrigation. Father Fouquet, the Roman Catholic priest, who has lived in the valley for fifteen years, declares that irrigation is not necessary, but I should be loath to farm some of the lands without the power of irrigation on an emergency.

"There are parts which must originally have been lakes, where the soil is deep and exceedingly rich, forming a dark vegetable loam, and I am fortunately located on such a spot. This year I had over ten tons of potatoes from one acre, and without manure or irrigation. An acre of oats, which averaged five feet three inches in height—and some stalks were six feet six inches—turnips, carrots, and beet do admirably, but it is too cold for Indian corn to flourish. Currants, raspberries, gooseberries, and strawberries, together with numerous other berries, grow wild in great profusion. There is also a wild vetch, a wild pea, and a wild onion.

"As to climate, I have found it perfectly delightful. There is generally a heavy fall of snow at this season, or early in November, which disappears in a few days. Just before Christmas the second snowfall occurs, and the snow lies until March, when it commences to thaw, and is generally gone by the 1st of April. The average depth of the snow is about fifteen inches. Horses do admirably on the wild grazings without any other food in the winter, and come out in the spring in admirable condition; but unless a man is fond of gambling he should feed his cattle for three months in winter, otherwise he might lose a large proportion of them in a very severe year. Horses, or rather large ponies, may be bought at 27 dollars per head, taking a number of various ages; cattle at 30 dollars in the same

way. Wages and food are very high at present: labour 45 dollars and food per month in summer, and 30 dollars and food per month in winter. Beef sells at 13 cents, pork at 20 cents, flour at 10 cents, potatoes at 3 cents per pound. But the local market is limited at those prices. Herds of cattle can be readily sold at Fort McLeod, distant two hundred miles from here, at 40 dollars per head. The future of the valley is dependent on its mining, timber, and cattle-ranching resources. There is an almost certain prospect of a very large mining population growing up in the valley, as gold is found in all the creeks, and one 'wild horse' has given out over three million dollars within the last twenty years. The country is yet in its infancy as far as mineral prospecting is concerned, but valuable discoveries are constantly being made. A clever mining engineer who has lately visited us, considers this to be one of the richest mining districts on the American continent. There is no doubt that the lumber trade will also develop, as the timber lies conveniently for supplying the north-west provinces. Cattle-ranching, with ordinary care, must prove very profitable, and there is yet a field open for settlement in that direction. There is no doubt that when communication is easy the valley will become one of the great tourist routes, as the lake, river, and mountain scenery could not be surpassed. The district is admirably suited for English gentlemen immigrants provided they have capital. A steady man, with a good common-sense head and with not less than £3,000, would be sure to succeed, and with patience and hard work he might in twenty years have an income of as many thousands a year as he had capital to start with. But the man without capital should not come here; he will find the cost of food and wages so great that it will crush him before he can get returns from his farm, and he cannot count upon any returns worth mentioning under three years. As to sport, there is plenty of game; but it is difficult to get at, on account of the immense extent of forest on the mountains. There are grisly, brown, and black bears; here and there elk and cariboo, besides numbers of black and white-tailed deer, mountain sheep and goats, several kinds of grouse, wild swans, geese, and ducks; but a large bag cannot be made. There are quantities of splendid trout in all the rivers, and they take the fly readily. Hitherto we have been very much out of the world; but with steamers on the Columbia and Kootenay rivers we shall be within fourteen days of England.

"I ought to have mentioned that although in the winter months there are one or two cold waves of three days' duration, during which the mercury has gone down to indicate the low temperature recorded, the remainder of the time has given us most enjoyable weather. February, March, and April were most lovely months. The altitude of the valley



has never been accurately measured, but I make it about 3,000 above the sea. I would not advise any gentleman emigrant to bring out a wife at first; he should come himself for a year, and get things settled up, and then bring out his wife.

Brandon.

"Yesterday an old man, over seventy years of age, came to me. Where had he come from? He had been born and bred in Golspie. I gave him some of the whisky of the country, and told him that when next he came I might be able to give him a glass of Clyneleish whisky from Brora. I was amused at his remark of thanks, for the curse of this region may be put down as whisky-drinking in excess. Such scruples had evidently not troubled my friend, for when I announced my expectation of the arrival of mountain dew from Sutherland he said, 'Weel, now, sir, ye'll just be the making of this country!'"

It may be mentioned in passing that the cattle droves have thriven marvellously of late on this side of the mountains, among which the writer of the foregoing letter is settled; and that whisky is not a commodity allowed to be sold in Alberta, so that the old Sutherland emigrant had better remain where the country has the best chance of such "making."

If the reader has not gone to sleep already he may do so now, as the train passes on. He will miss the junction of the line to the coal-mines and the crossing of the Bow River, with the swift and clear water of the South Saskatchewan, whose waters are already made muddy by the alluvial deposits of the flat country. He will miss Regina, the official centre of the

new provinces, but he may console himself if he awakes when the morning's light shines upon cultivated fields, grain elevators, substantial stations, near busy little towns, like that of Brandon, a three-year-old city. These are springing up like the flowers in spring-time all over the prairie country. They are not yet, as a rule, free of their aboriginal structures of plank, but with church towers and public buildings.

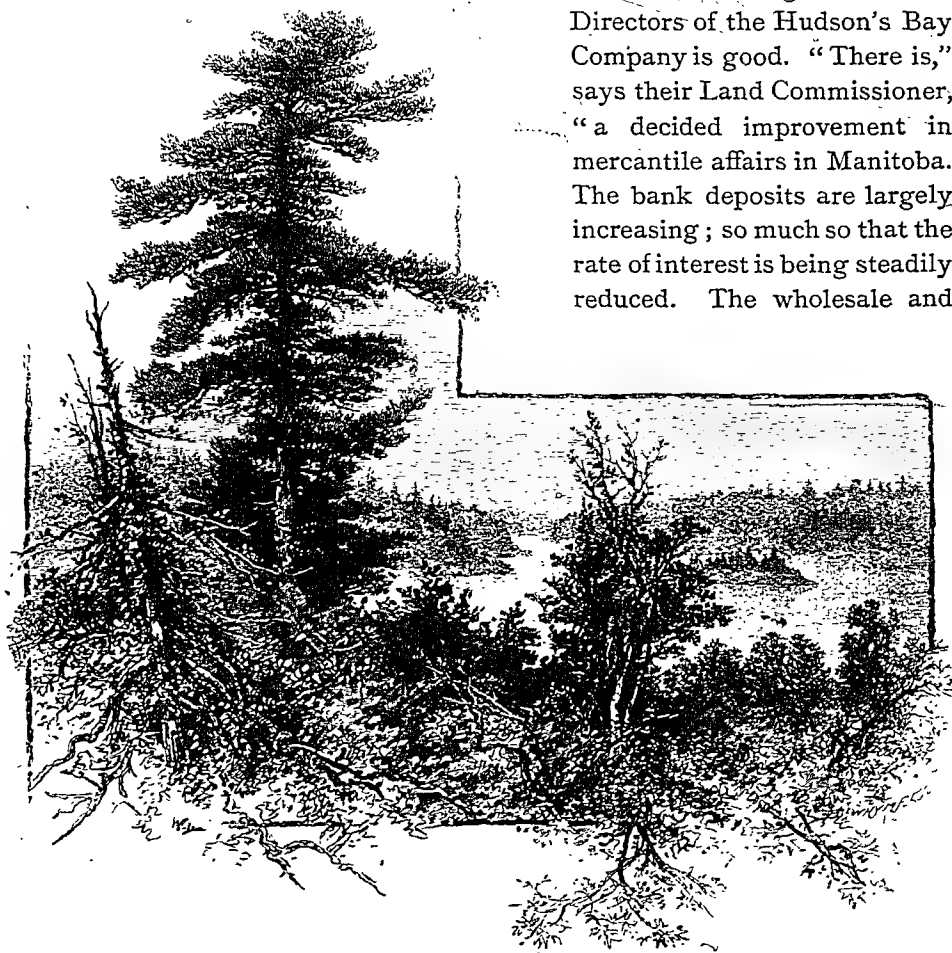
Winnipeg itself deserves a more than passing look, for the site gives promise of great wealth. The Assiniboine joins its waters to those of kindred hue in the Red River's stream. Fine buildings, wood-paved streets, gas, and handsome shops show the vigorous growth of the young capital of the West. It is strange to think that only fifteen years ago Riel, the leader of two revolts, who has just expiated his second crime by death, believed himself secure here when he raised the flag of a mongrel separate state, and bade defiance to the British Empire. His last crime was the worst, for he attempted to raise the red against the white man; but peace to these recollections, which may be deemed the last trouble of the newest country in the New World.

Henceforward let us pray that an uninterrupted time of ever-progressing prosperity lies before the great grain-provinces of Canada. What they may do in the future has been shown this last year, when, in spite of insurrection and disturbance, more than eight million bushels of wheat was ready for export. With careful sowing the early frosts of autumn can be made harmless, and, to judge by the looks and words of the people, there are health and comfort to be found in the wide north land now open to all who love independence, and toil remunerative in the two great requisites of health and contentment. No one who has knowledge of the present condition of affairs dreads any Indian trouble, any more than death at a London crossing. The chiefs knew too well what was their sole chance of getting food, and did not join Riel. The exceptions were men living far to the north of the railway, and in contact with the half-breeds. The grievances of Riel's deluded followers, the so-called Metis, have been fully investigated and remedied. No redskin would have dreamed of resistance to the law had it not been for the instigation of his evil-minded cousins. The exceeding promptness with which the Canadian troops were sent westwards, their swift tracking of the insurgent bands, the summary end put to the armed rebellion on the far-away Saskatchewan, and the just and certain doom dealt out to the murderers, have produced the desired lesson.

The land along the railway may still be obtained at prices which are ridiculously cheap. Branch lines are being pushed in various directions. The whole of the eight hundred miles to the west of Winnipeg pays tribute to her advancing prosperity. The cattle ranches have proved as successful

as was expected in Alberta, and where cattle cannot be easily grazed all the year round, a large amount of horse-breeding will probably be carried on, for horses appear to thrive well all over the plains, and especially in the north during the winter cold. The coal mines opened by Sir Alexander Galt have already reduced the price of coal at Winnipeg to 8 dollars per ton. There is an apparently endless amount of good fuel, so that as other mines are developed, and a double track laid, the best provision can be made against winter's severity.

The last news given to the Directors of the Hudson's Bay Company is good. "There is," says their Land Commissioner, "a decided improvement in mercantile affairs in Manitoba. The bank deposits are largely increasing; so much so that the rate of interest is being steadily reduced. The wholesale and



The Lake of the Woods.

retail business throughout the city shows a marked improvement. Similar reports are received from Brandon and other points. The price of grain is much better than last year, and the quantity of first-class wheat much

greater than was expected in September. The branch lines now being constructed are of benefit, both from the expenditure incurred and the improving transportation (for grain) facilities which they are creating. The Fall has been fine and very dry. A large amount of land has been ploughed, and will be ready for early sowing next year."

There is no doubt that, although in 1881 there was an undue amount of speculation, and the resultant recoil, together with the general depression in business, produced much disappointment and distress, the country is now finding its level. The national highway must reap the benefit of this solid and satisfactory advance: the dangers which menaced it have been conquered. These consisted not so much in the rocky wilderness of the Lake Superior shore, sufficient as they had been to make men decry the honest purpose of pushing the undertaking. No: the real danger lay in persistent detraction by interested rivals, and in the attempts of New York rings to cut down stocks that might compete favourably with those supported by themselves. Once this gigantic effort, made by a people of such comparatively small numbers, should succeed, there was no doubt that the southern "combinations" would have to look to their laurels. What other company possessed, as did this new upstart, harbours on each ocean, entirely free only to themselves, relieving them from the obligation of parting with the "earnings of the most remunerative traffic"? How could the fact be passed over that there was a saving in distance of more than four hundred miles, and that, if one looked at the saving in reaching Asia, the gain was enormous? Opposition was natural. But it must be acknowledged that the public opinion of the great people of the United States overlooks the small jealousies of competing companies, and regards only the "greatest good of the greatest number," and it hails with joy the opening of a new access to the West.

No more appreciative notice has come from any quarter than that given by a Chicago writer. "A transcontinental railway parallel to, and in many respects a competitor with, those of the United States, but independent of them in respect to all agreements, is now completed. The Canadian Pacific has a continuous track from Port Moody, a distance of 2,900 miles; the longest line in the world. A few days ago its trains commenced running from Montreal to Winnipeg, 1,430 miles, and from the latter point they already run west 1,000 miles. The entrance of this line into the field will soon develop some new phases of railway competition. The Canadian Pacific has been built as a national highway, and to develop the region through which it passes. Travel and freight traffic between Europe and Asia is to be diverted from the long all-sea route, and from the railways now reaching the sea at Portland and San Francisco; and the trains of the

Canadian Pacific, and the fast steamers which will ply in its interest between Vancouver Island and Japan and China, will offer all possible inducements. There is no fear that American railroads will not hold their share of transcontinental business against this new rival, but it is not unlikely that rates may be materially reduced in the struggle. The suggestion that this ambitious railway may also reach down and take business right from under the eyes of American roads seems comical, and yet it appears to be apprehended. Thus the *Gazette*, published at Billings's, Montana, advocates the building of a branch from the Northern Pacific north-westerly to Fort Benton. The Canadian Pacific Railway has a great and useful work to perform in developing the vast country which has called it into being, and in this the people of the United States will be glad to see it succeed. If it is operated on the principles of fair and reasonable competition it will receive honourable treatment from the railways of the United States; and in time the growth of the continent, which all transcontinental lines will help to develop, will give them all ample support."

Of the difficulties overcome north of Superior some idea may be formed from the annexed statement:—

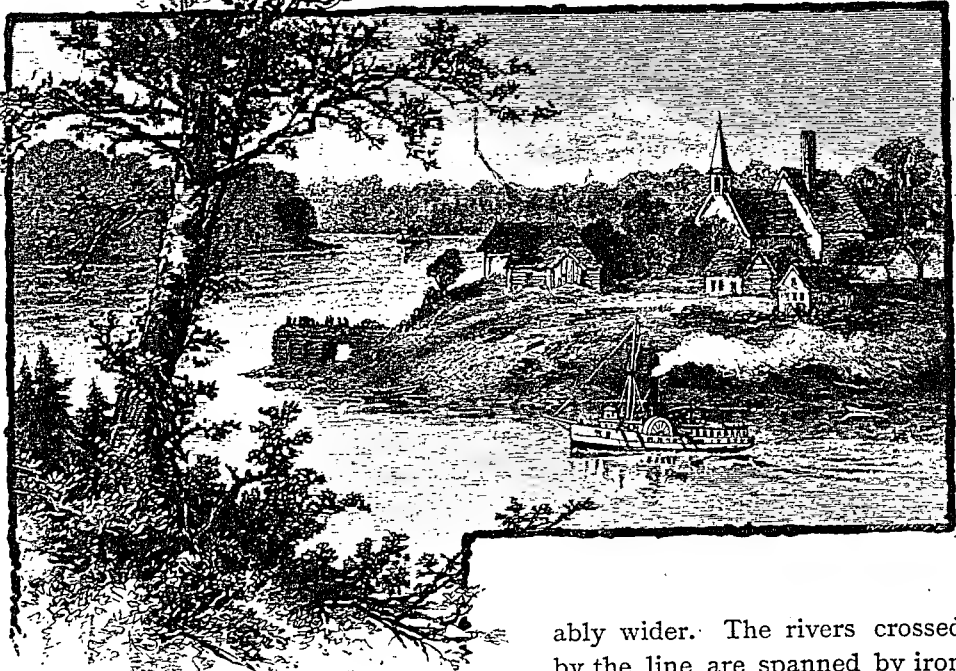
With the exception of about sixty miles, the principal material encountered was rock of the hardest description known to engineers and contractors, and the oldest known to geologists—sienite and trap. Over two and a half million tons of solid rock excavation of this description—a mixture, chiefly, of feldspar, hornblende and quartz—had to be removed, besides large quantities of loose rock and hardpan. The task may be judged of by the fact that for fifteen months one hundred tons of dynamite per month were used. The explosive property of dynamite is considered to be equal to twelve or thirteen times that of gunpowder; so that for every month, for fifteen months, if gunpowder had been employed, enough would have been required to freight one of the Company's large steel steamers running on Lake Superior. The dynamite was manufactured on the works.

The operation went on without intermission, winter and summer, day and night, controlled by an army numbering for the greater part of the time not less than twelve thousand men. There were also employed from fifteen hundred to two thousand teams of horses, supplemented in the winter by about three hundred trains of dogs. To house and accommodate this vast host, nearly three thousand buildings of various descriptions were erected on the works. There would thus be there more than double the number of buildings that the city of Stratford contains, counting five persons to each building. Of course the comparison ends here, for the shanties and stables were in marked contrast to our three-story stone and brick edifices. We

can give no estimate of the quantities of food for men and dogs and forage for horses which were brought in : but in the fall of the year seven months' provision had to be made for this hungry host, with appetites so whetted by the hard out-door work and the eager nipping air, that each man consumed on an average five pounds of solid food *per diem*. To bring in these supplies and the material for the works, the company had seven steamers running, and the contractors five. For the same purpose fifteen docks and storehouses were built by the company along the shore of the lake, requiring three million feet of lumber in construction. The shore was so rough that supply roads could not be built except at enormous expense; so the supplies and material were landed at these docks, and thence distributed by fleets of small boats along the line. And not only were there difficulties by land, there were difficulties by water as well. Michipicoten was one of the most valuable points of distribution along the entire coast; but it could not be advantageously availed of owing to the fierceness of the storms. Here two docks were built, each in turn to be washed away by the violence of the sea, and here also two steamers were sunk. Consequently the supplies had to be landed four miles west of Michipicoten, and distributed from that point instead.

The labour and expense of getting in the stuff from the coast at Michipicoten to the railway being constructed inland on the north, may be estimated from the following: First, a road through the rocks had to be built seven miles in length; then a lake six and a half miles long was struck, to traverse which a steamboat had to be constructed. A stretch of sixteen miles of rough mountainous country, requiring large rock blastings and cuttings, had then to be encountered. That accomplished, a second lake eleven miles long was reached, where another transport steamer was built. Two and a half miles more of road intervened between this lake and Dog Lake, where a third steamer was built. This boat ran from the point of taking in the supplies fourteen miles to the north-west angle and twelve miles to the north-east angle of Dog Lake, distributing her freight along the works, which were now at last reached—about one hundred miles of the road east and west being in this way supplied from Michipicoten. On these inland lakes six docks and six warehouses were built. As many as eight hundred and sixty derricks were used on the works.

Between Nipigon and the Pic there are five tunnels, and not less than ten rivers had to be diverted from their natural courses and carried through rock tunnels excavated underneath the road-bed. One of these rivers measures in width one hundred and fifty feet. There are along the coast eleven miles where in the living rock a shelf has been formed for the road-bed of the railway, averaging twenty feet in width, in some places consider-



Junction of the Gatineau and Ottawa.
By H.R.H. PRINCESS LOUISE.

ably wider. The rivers crossed by the line are spanned by iron bridges; the abutments—indeed, the stonework throughout—being the best kind of masonry. There

is some temporary trestle work which has mostly now been filled in. As a further evidence of the quality of the work, it may be remarked that no grade exceeds fifty-two feet to the mile, and the curvature is generally good, only two curves exceeding six degrees.

There were few accidents to call the hospitals into requisition, and such was the care exercised in the dynamite factories that no casualty whatever arose in the manufacture of the tons upon tons of explosives. There was, however, one serious result from culpable ignorance and temerity, four men having brought dynamite into one of the houses and placed it on the stove to thaw! The experience was a severe one, but to these poor fellows it carried no benefit. The survivors were more cautious. After the works were completed, care was taken to demolish the dynamite factories so as to render them innocuous.

Although last winter was very severe, with heavy falls of snow, Mr. Ross regards it as exceptional, and he does not apprehend difficulty in working the line. The winters of 1882-3 and 1883-4 north of Lake Superior were, he says, delightful, with only about two feet of snow, and no drifts.

The character of the country, he states, is very different from the dreary waste between Port Arthur and Selkirk, being bold and, with the lakes and rivers, exceedingly changeable in its aspects, striking and picturesque.

The work would have been completed earlier even than it was but for the transport of the troops to suppress the Riel rising, the labour of laying track and building bridges having to be suspended in order to take the forces round the gaps. The first troops reached the division about April 1st, and were through by the 20th. Fifteen days later a train passed over without a break. The last troops went past on May 19th, fully equipped with sleeping and dining cars.

Once the north-eastern shores are left behind the route runs through the woody country skirting Nipissing, and so by the Upper Ottawa to familiar ground around the capital of the Dominion. Crossing the Gatineau River, the junction of which with the Ottawa is shown on p. 29, we are reminded that colonisation is being actively carried on by the French Canadians in the valleys of the tributary streams, such as the Gatineau, Lièvre, and others, giving a "back country" to the Ottawa and St. Lawrence valleys. Montreal is reached in less than two hours from this point. Controlling interests have been secured by the Canadian Pacific Railway in Ontario over other roads to prevent hostile intrigues. In brief, the history of the greatest undertaking of this age is seen at a glance in the following table:—

CANADIAN PACIFIC RAILWAY.

Incorporated February 16th, 1881.

Commenced building westward from Winnipeg, May, 1881. Owns in November, 1885:

	Miles.	Miles.
Main Line	2,894.7	
Branch Lines, East	493.4	
Do. West	221.2	
Leased Lines	698.3	
		4,217.6

Which have come into the Company's possession in the following manner:—

	Miles.	Miles.
Built by Government and handed over to Company	706.5	
Acquired by purchase, lease, or otherwise	1,370.5	
Built by Company since May, 1881	2,140.6	
		4,217.6

The mileage operated by the Company next year (1886) will
 " (approximately) be 4,300

Net earnings, for 12 months ending 31st December, 1885 . . . \$3,225,000

I am sure it will be the wish of all patriotic men, be they British or

Canadian, that this backbone of the Dominion may, year after year, draw ever-increasing profits. Troops and freight may thereby be sent by a route twelve hundred miles shorter than any other to China and Japan. Mail service, if sent over by this way, will be greatly accelerated, and none but British ground, and none but British ships, need be touched from London to Hong Kong. It is a noble work nobly performed.

APPENDIX.

As a purely Canadian work, this Pacific Railway fulfilled its primary purpose when it connected the Atlantic with the Pacific seaboard, and linked all the provinces of the Dominion together by a road lying entirely within their own territories. But its still greater importance to the Empire at large, and to Canada also, lies in the possibilities of extended trade, and of increased safety to Imperial interests all over the world, which the construction of this great highway has opened up. It affords a safe alternative route, without touching foreign soil, between England, Japan, China, India, and Australia; and the following table shows how the proposed Services by this route will compare with those by other lines using the Suez Canal:—

I. Between London and Yokohama:—

1. By Peninsular and Oriental Company's route, <i>via</i> Brindisi,	DAYS.
to Hong Kong	34 to 37
Detention at Hong Kong	1 to 2
Hong Kong to Yokohama	6 to 8
	<hr/>
	41 to 47
2. By P. and O., <i>via</i> Gibraltar, to Hong Kong	43 to 46
Detention at Hong Kong	1 to 2
Hong Kong to Yokohama	6 to 8
	<hr/>
	50 to 56

OUR RAILWAY TO THE PACIFIC

3. By Canadian Pacific Railway (Summer route)—		DAYS.
London to Montreal		8½ to 9½ *
Montreal to Vancouver		4 to 4½
Vancouver to Yokohama		13 to 14
		<hr/> 25½ to 28

4. By Intercolonial Railway and Canadian Pacific Railway (Winter-route)		
London to Halifax		7 to 9 *
Halifax to Montreal		1 to 1 *
Montreal to Yokohama (as above)		17 to 18½
		<hr/> 25 to 28½

II. Between London and Hong Kong:—

1. By Peninsular and Oriental Company's route <i>viâ</i> Brindisi	34 to 37
2. By same, <i>viâ</i> Gibraltar	43 to 46
3. By Canadian Pacific Railway, <i>viâ</i> Montreal, to Yokohama	25 to 28½ *
Detention at Yokohama	½ to ½
Yokohama to Hong Kong	5 to 6
	<hr/> 30½ to 35

III. Between England and Australia:—

1. London to Adelaide in 1888, if the Proposed Contract for Mails, <i>viâ</i> Brindisi, is carried out	29 days
2. By Canadian Pacific Railway route and proposed Steam- ship line from Vancouver to Brisbane in 1888	30 days

* In the above comparisons, the shortening of the time now spent on the Atlantic voyage to Canada, and on the land journey between Halifax and Montreal—both of which will soon be effected—has not been taken into account. At the very least a day will be saved by these improvements to the Canadian route. It is confidently anticipated that if the proposals now made by the Canadian Pacific Railway Company are accepted by the Imperial Government, the Mail Service which is at present performed *viâ* Suez, between England and Hong Kong in 34 to 37 days, Shanghai 39 to 42 days, and Yokohama 43 to 46 days, will be performed, by the Canadian route, in 29½ to 31½ days, 28 to 30 days, and 24 to 26 days respectively.

Our Railway to the Pacific

— THAT IS —

The Canadian Pacific Railway

IS the longest continuous line in the world under one management, the only line on the continent of America reaching from the Atlantic to the Pacific Oceans and can therefore give innumerable advantages that cannot be got by other transcontinental lines.

THROUGH SLEEPERS are by this line run from ocean to ocean without change, a convenience offered by no other line.

We own and operate our own Sleeping and Dining Cars and they are therefore run in the interest of the travelling public and not in the interest of a Sleeping Car Company.

The temperature on our route is mild, the scenery is grand, and competent engineers have pronounced the line to be the best built new Railway on the continent of America.

OUR ROLLING STOCK IS THE BEST IN THE WORLD.

FULL INFORMATION AS TO TIME, ROUTE, PRIVILEGES AND RATES
TO BE HAD ON APPLICATION TO ANY AGENT
OF THE COMPANY,

OR TO

G. M. BOSWORTH,

Asst. Freight Traffic Manager, Montreal.

ROBT. KERR,

General Freight and Passenger Agent, Winnipeg.

HARRY ABBOTT,

General Supt. Pacific Div., Vancouver, B.C.

E. TIFFIN,

General Freight Agent, Toronto.

D. McNICOLL,

General Passenger Agent, Montreal.

GERGE OLDS,

General Traffic Manager, Montreal

W. C. VAN HORNE.

Vice-President, Montreal.

